

## Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

## PROJECT DESCRIPTION INFORMATION

1	<p><b>Project title:</b> <u>First Avenue South (SR 509) Roadway Improvement Project –Phase III – SW 174<sup>th</sup> Street to SW 192<sup>nd</sup> Street</u></p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p><b>Destination 2030 ID#:</b> <u>1997</u></p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
3	<p>a. <b>Sponsoring agency:</b> <u>City of Normandy Park, Washington</u></p> <p>b. Co-sponsor(s) if applicable: Washington State Department of Transportation</p> <p><b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a>)</p> <p>WSDOT</p>
4	<p><b>Project contact person:</b> <u>John R. Adamson, Community Development Director</u></p> <p>Address: <u>801 SW 174<sup>th</sup> Street, Normandy Park, WA 98166</u></p> <p>Phone: <u>206-248-7603</u> Fax: <u>206-439-8674</u> E-Mail: <u>johna@ci.normandy-park.wa.us</u></p>

5	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p><u>The funds from this request will provide partial funding for preparation of PS&amp;E documents for Phase III of the First Avenue South (SR509) Roadway Improvement Project. The project includes widening to provide a center two way left turn lane and lane modifications at critical intersections such as Normandy Road to improve capacity; curb, gutter, sidewalk and five foot bike lanes on both sides of the roadway; street lighting; drainage improvements; landscaping; conversion of the overhead electrical and communication utilities to underground.</u></p> <p>b. <b>Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome? . <u>The purpose of this project is to improve mobility in the First Avenue South corridor for all modes of transportation to facilitate the development of residential and commercial land uses and provide adequate capacity for travel between Burien and Des Moines. The desired goal is that with the construction of these improvements development activity along the corridor will occur and help support the long term economic vitality of the City.</u></p>
6	<p><b>Project location:</b> City of Normandy Park, Washington</p> <p>a. County(ies) in which project is located: King County, Washington</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <u>SW 174<sup>th</sup> Street</u></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <u>SW 192d Street</u></p>
7	<p><b>Map:</b> 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>Any bicycle and/or pedestrian project.</li> <li>Projects not on a roadway and using CMAQ or other funds</li> <li>Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
9.	<p><b>Rural Functional Classifications</b> "Under 5,000 population"</p> <p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 00 Exception</li> <li><input type="checkbox"/> 01 Principal Arterial - Interstate</li> <li><input type="checkbox"/> 02 Principal Arterial</li> <li><input type="checkbox"/> 06 Minor Arterial</li> <li><input type="checkbox"/> 07 Major Collector</li> <li><input type="checkbox"/> 08 Minor Collector</li> <li><input type="checkbox"/> 09 Local Access</li> <li><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</li> <li><input type="checkbox"/> 22 Proposed Principal Arterial</li> <li><input type="checkbox"/> 26 Proposed Minor Arterial</li> <li><input type="checkbox"/> 27 Proposed Major Collector</li> <li><input type="checkbox"/> 28 Proposed Minor Collector</li> <li><input type="checkbox"/> 29 Proposed Local Access</li> </ul>	<p><b>Urban Functional Classifications</b> "Over 5,000 population"</p> <p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 00 Exception</li> <li><input type="checkbox"/> 11 Principal Arterial – Interstate</li> <li><input type="checkbox"/> 12 Principal Arterial – Expressway</li> <li><input checked="" type="checkbox"/> 14 Principal Arterial</li> <li><input type="checkbox"/> 16 Minor Arterial</li> <li><input type="checkbox"/> 17 Collector</li> <li><input type="checkbox"/> 19 Local Access</li> <li><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</li> <li><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</li> <li><input type="checkbox"/> 34 Proposed Principal Arterial</li> <li><input type="checkbox"/> 36 Proposed Minor Arterial</li> <li><input type="checkbox"/> 37 Proposed Collector</li> <li><input type="checkbox"/> 39 Proposed Local Access</li> </ul>

## COUNTYWIDE PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

### Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

**10. Select one of the following three categories that best fits your project and follow the corresponding instructions:**

- ☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or [cstrow@psrc.org](mailto:cstrow@psrc.org)

**C. Connecting Corridors**

**Instructions:** Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

**15. Benefit to Centers or Manufacturing/Industrial Center.** Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- The proposed roadway improvements are intended to improve capacity and add facilities to accommodate all modes of travel. The project is designed to manage and control access to enhance mobility through the corridor for freight and automobile traffic which will improve access to regional growth and/or manufacturing/industrial centers to the north and south of Normandy Park. In addition, the improvements are intended to help create a “town center” identity and provide facilities for all modes of travel to support economic development along the corridor. It is intended that these improvement will create a positive environment which will generate development interest in the creation of commercial and residential opportunities along the corridor.
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode. The project as scoped will provide pedestrian enhancement through the provision of 10 foot sidewalks and delineated pedestrian crosswalks; access to transit facilities will be improved through the delineation and signing of designated crosswalks at bus stop locations; and a five foot bike lane will be provided on both sides of the corridor to encourage use of the bicycle as a mode of travel. There is a park n ride lot south of 192<sup>nd</sup> which will be served by the improved pedestrian and bicycle facilities. Increased capacity and reduction in delay as well as access improvements will improve transit access and mobility.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment). Two apartment complexes, one of which is owned by the King County Housing Authority, with numerous Section 8 low income residents are on or near the corridor. Both complexes have a large number of bus users, who now must use the highway shoulders to get to the bus stops. The added sidewalks in this Project will provide them safe access to buses along the corridor. Customers and employees will be provided safe access to busses and safer pedestrian and bicycle access along the corridor. The roadway widening to include the addition of a center two way left turn lane, signal coordination, and access management will all provide increased capacity and mobility in the corridor

Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy. The Regional Economic Strategy calls for a two pronged approach; cluster and foundation initiatives. This

project addresses specific action goals for both initiatives. First, cluster initiatives call for a logistics and international trade initiative to enhance freight mobility. Our project on SR 509 (1<sup>st</sup> Avenue) will improve freight mobility along this portion of SR 509. The second initiative, foundation initiative has a number of action items. This project directly addresses Action item 3: New and small business support by enhancing both transportation for the adjoining business district in Normandy Park and providing jobs for small businesses in construction of this road segment. The second Action Item, 5, Transportation calls for building an effective transportation system. This enhancement of SR 509 will create an effective transportation system between urban centers. All of these Goals will be achieved while employing approximately 100 people in the construction and an additional 250 in adjoining retail and office activities in the adjacent businesses.

**16. System Continuity.** Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center. First Avenue (SR 509) serves both Burien and Seattle to the north and Des Moines, Federal Way, and Tacoma to the south. By improving the travel lanes and providing for left turn movements by installing a center turn lane traffic flow and capacity are increased substantially (60% estimate).
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center. Phase III is the “missing link” for 1<sup>st</sup> Avenue (SR 509) in Normandy Park. Phase I, from the Burien/Normandy Park City Limits to SW 174<sup>th</sup> Street, is complete. Phase II, from SW 192d to SW 200<sup>th</sup> is under construction. Phase III is the link between these two segments. When Phase III is complete, First Avenue South will be complete from Seattle through Normandy Park.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

The project through the addition of a center two way left turn lane, installation of managed access through the addition of controlled driveways; and addition of signal interconnect the operational efficiency and capacity of the corridor as well as the safety will be dramatically improved.

**17. Long-term Benefit/Sustainability.** Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Currently there is an issue with undefined access in the corridor in that individual property access has no constraints. This creates safety problems in terms of accidents and reduces the capacity of the roadway as traffic enters and leaves the corridor. In addition, there are no existing facilities for pedestrians and bicycles such that these modes must compete with the automobile for roadway space.
- This project support a long term strategy to maximize the efficiency of the corridor through the provision of a center two way left turn lane which increases capacity in the corridor; eliminates uncontrolled access through the elimination of unnecessary access, separation of access to minimize the impact, and control of such that it safe and efficient circulation is provided. In addition, the project offers the addition of pedestrian facilities in terms of sidewalks and delineated crosswalks as well as bike lanes on both sides of the roadway.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The project improves safety through the addition of a center turn lane, control of access and designated facilities for each mode of travel. In this way inter modal conflicts are minimized, access is controlled, and enhanced mobility is provided.



## PART 2: QUESTIONS FOR ALL PROJECTS

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

### D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

**18. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. The reconstruction of First Avenue (SR 509) Phase III will increase capacity in the corridor. The ADT is expected to increase by 60%, from 11,000 ADT to 16,000 ADT. Before this project the roadway consisted of two travel lanes with 0 to 6 foot wide asphalt shoulders and no pedestrian or bicycle facilities. After the improvement, First Avenue (SR 509) will include 2 general purpose travel lanes, one center turn lane, two bicycle lanes, curb, gutter, planting strip with street trees, landscaping and sidewalks.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider? Currently we have 14 busses a day in addition to 16 school busses and handicapped busses serving First Avenue carrying over 300 people. There is an existing Park and Ride Lot at the Normandy Park Congregational Church in Phase II of the First Avenue project. In Phase III, where a majority of the low income residents live, this project will provide safe sidewalks and crosswalks across First Avenue South to and from bus stops as well as to commercial shopping areas. Further, First Avenue has a Senior Citizen Housing Complex in this Phase. Sidewalks will provide safe places for them to walk to transit. There have been several comments over time regarding safe access from the low income housing to transit stops on the opposite side of First Avenue South.
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project). The length of this Phase is approximately 6000 feet which will include bike lanes and sidewalks on both sides of First Avenue South. These will connect north and south to Phases I and II of this 1<sup>st</sup> Avenue (SR 509) re-construction project. The land use along this Phase includes a number of apartment projects, including one owned by the King County Housing Authority and a second one that includes a number of low income Section 8 Housing residents, a Senior Citizen Residence, some single family homes, and the Washington State Criminal Justice Training Center. The population near 1<sup>st</sup> Avenue is between 10 and 20,000 people. The expected ADT after completion is 16, 000, almost 60% higher than before the re-construction.
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks? The existing LOS is "C" at the signalized intersections and LOS F at selected non-signalized intersections. The existing ADT is 11,000. The expected LOS is

“B” and the expected ADT is 16,000. This project will increase capacity for SOVs, trucks, busses, bikes, pedestrians and others using First Avenue South. Through the addition of turn lanes at non signalized intersections the level of service will be improved from LOS F to LOS B. Through the implementation of signal interconnect and coordination efficient traffic signal operations through the corridor will be provided.

- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions? No alternative fuels will be used.
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc. The project will reduce emissions through signal coordination, improved capacity, and the addition of facilities to accommodate alternative modes of travel in a safe and efficient way.

#### **E. Project Readiness/Financial Plan (10 Points)**

**Introduction:** Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project’s requested PSRC funding. Upon receipt of this grant.
- When the sponsor plans to obligate requested PSRC funding. January 2010.
- The amount and source of secured funding for the project. Phase I is complete, Phase II is being constructed, and this Phase, Phase III is projected to cost \$800,000 for PS&E
- The amount and source of reasonably expected but unsecured funding for the project. We anticipate the grant will fund approximately \$692,000 of the PS&E with the local match provided through local development contributions.
- Whether PSRC’s federal funds will complete the project or a phase of the project. If the grant is received that will complete our funding for PS&E for Phase III.

**Note:** The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:



- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Not needed a. Final FHWA or FTA approval of environmental documents including:  
(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.  
(select one) - Section 106 Concurrence.  
(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not needed e. Right-of-way Certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.  
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Not needed h. Engineer's Estimate.
- Not needed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

**19B. Additional information:** Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

**20. Financial plan:** Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Countywide Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PS&E	January 2010	STP	\$692,000
			\$
			\$
<b>Totals:</b>			<b>\$692,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PS & E	January 2010	WSDOT	\$63,000
PS & E	January 2010	Non-participating	\$45,000
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$108,000</b>

\*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Construction			\$10,000,000
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$5,000,000

**Table D: Total Project Cost and Schedule** (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$800,000	Preliminary Engineering/Design:	December, 2010
Right of Way:	\$0	Right of Way:	
Construction:	\$10,000,000	Construction:	December, 2012
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$10,800,000	Estimated date of completion (i.e. open for use)	2012

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

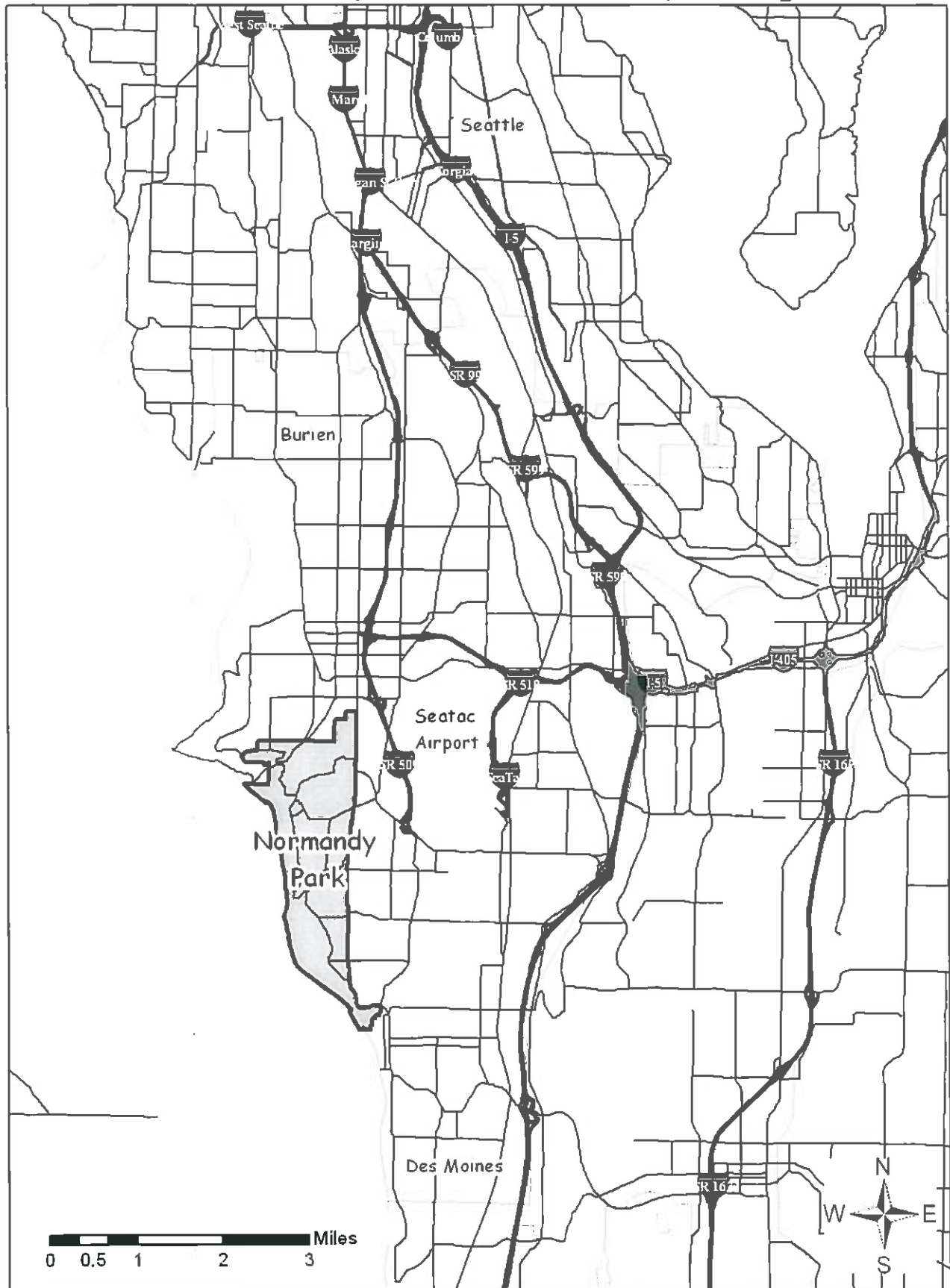
PE

**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

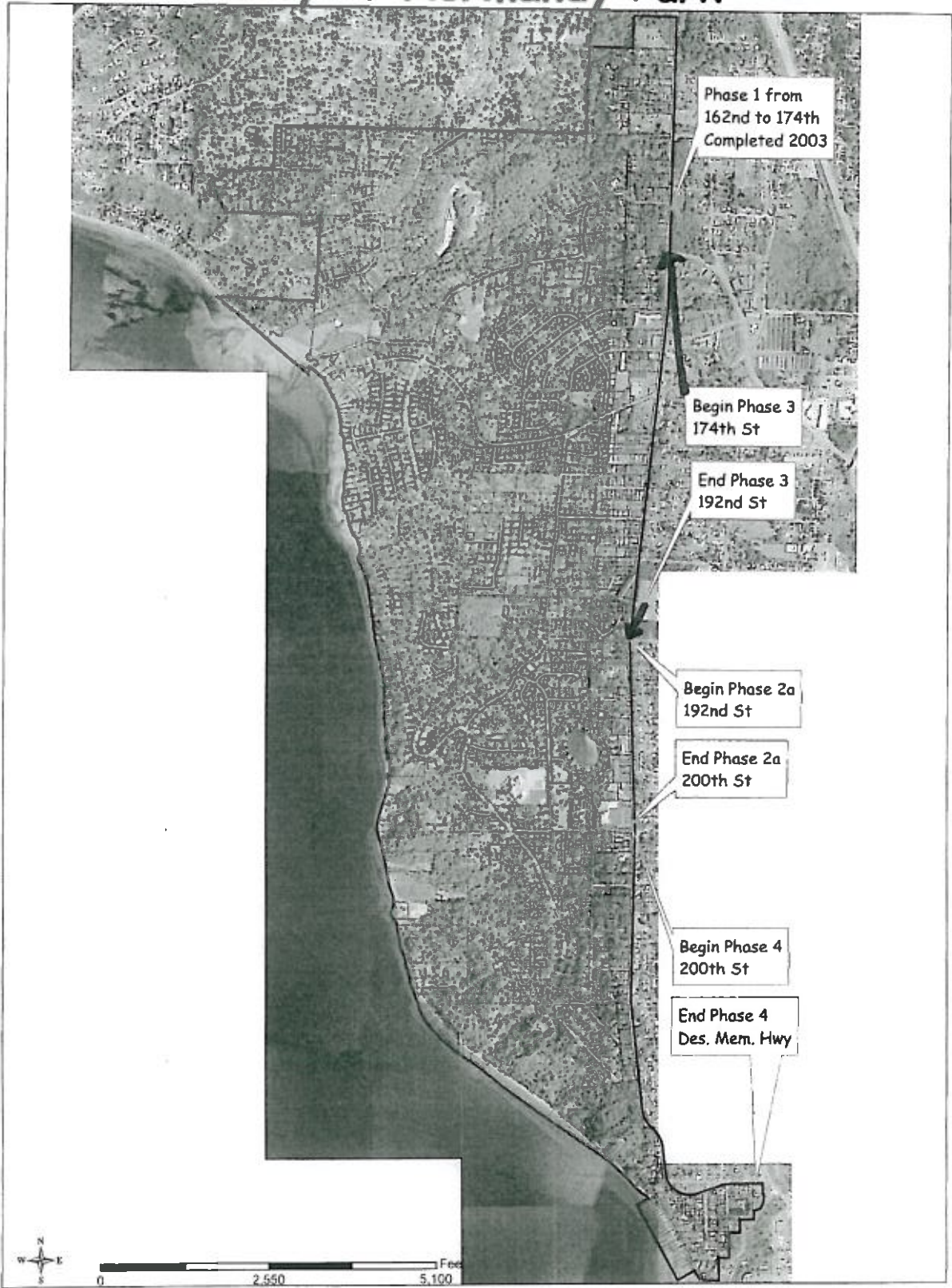
**F. Other Considerations (No Points)**

**21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

# Normandy Park Vicinity Map



# City of Normandy Park





# PSRC's 2009 STP/CMAQ Countywide Process Screening Form

**Due date:** Completed screening forms should be submitted along with your full countywide application packet by the deadline assigned in your countywide Call for Projects. Each countywide chair will then submit all screening forms to PSRC.

**Who should complete this form?** This screening form must be completed for all projects submitted in countywide processes to compete for PSRC's STP/CMAQ funds.

**Why is this form being requested?** PSRC staff will screen all projects to help ensure minimum requirements have been met. If potential problems are identified, staff will be able to follow up with sponsors BEFORE countywide funding recommendations, to avoid possible complications after recommendations have been made.

<b>1</b>	<b>Project title:</b> <u>1<sup>st</sup> Avenue (SR509) Phase III PS&amp;E, between SW 174<sup>th</sup> Street and SW192d Street</u> For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
<b>2</b>	<b>Destination 2030 ID#:</b> <u>1997</u> In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/projectlists/app9.pdf">http://www.psrc.org/projects/mtp/projectlists/app9.pdf</a> . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a> .
<b>3</b>	<b>Sponsoring agency:</b> <u>City of Normandy Park</u> Co-sponsor(s) if applicable: Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If not, which agency has agreed to serve as your CA sponsor? <u>WSDOT has, but later when we have approved.</u>
<b>4</b>	<b>Project contact person:</b> <u>John R. Adamson, Community Development Director</u> Address: <u>801 SW 174<sup>th</sup> Street, Normandy Park, WA 98166</u> Phone: <u>206-248-7603</u> Fax: <u>206-439-8674</u> E-Mail: <u>johna@ci.normandy-park.wa.us</u>
<b>5</b>	<b>Project description.</b> Please be as clear and concise as possible. Include a description of the project, the need that the project responds to, and the project purpose. <u>Prepare PS &amp;E for 1<sup>st</sup> Avenue (also known as SR-509), Phase III re-construction from 174<sup>th</sup> Street SW to 192d Street</u>
<b>6</b>	<b>Project location:</b> a. County(ies) in which project is located: <u>King County</u> <b>Answer the following questions if applicable:</b> b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <u>SW 174<sup>th</sup> Street</u> c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <u>SW 192d Street</u>

<b>7</b>	<p><b>Federal functional classification code:</b> Please select <u>only one</u> code using the table below. For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>Any bicycle and/or pedestrian project.</li> <li>Projects not on a roadway and using CMAQ or other funds</li> <li>Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
	<p style="text-align: center;"><b>Rural Functional Classifications</b> <b>"Under 5,000 population"</b></p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 00 Exception</li> <li><input type="checkbox"/> 01 Principal Arterial - Interstate</li> <li><input type="checkbox"/> 02 Principal Arterial</li> <li><input type="checkbox"/> 06 Minor Arterial</li> <li><input type="checkbox"/> 07 Major Collector</li> <li><input type="checkbox"/> 08 Minor Collector</li> <li><input type="checkbox"/> 09 Local Access</li> <li><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</li> <li><input type="checkbox"/> 22 Proposed Principal Arterial</li> <li><input type="checkbox"/> 26 Proposed Minor Arterial</li> <li><input type="checkbox"/> 27 Proposed Major Collector</li> <li><input type="checkbox"/> 28 Proposed Minor Collector</li> <li><input type="checkbox"/> 29 Proposed Local Access</li> </ul>	<p style="text-align: center;"><b>Urban Functional Classifications</b> <b>"Over 5,000 population"</b></p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 00 Exception</li> <li><input type="checkbox"/> 11 Principal Arterial – Interstate</li> <li><input type="checkbox"/> 12 Principal Arterial – Expressway</li> <li><input checked="" type="checkbox"/> 14 Principal Arterial</li> <li><input type="checkbox"/> 16 Minor Arterial</li> <li><input type="checkbox"/> 17 Collector</li> <li><input type="checkbox"/> 19 Local Access</li> <li><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</li> <li><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</li> <li><input type="checkbox"/> 34 Proposed Principal Arterial</li> <li><input type="checkbox"/> 36 Proposed Minor Arterial</li> <li><input type="checkbox"/> 37 Proposed Collector</li> <li><input type="checkbox"/> 39 Proposed Local Access</li> </ul>
<b>8</b>	<p>a. Indicate the current certification status of the local comprehensive plan's transportation element, as "Certified," "Conditionally Certified," or "Not Certified," and provide the most recent date of certification action. If you indicate "Not Certified," leave the date field blank. Information on the current certification status of a local plan is available on the PSRC's Web site at <a href="http://www.psrc.org/projects/planreview/ppr_status.htm">www.psrc.org/projects/planreview/ppr_status.htm</a>.</p> <ul style="list-style-type: none"> <li>Certification Status: Certified</li> <li>Date of certification action (mm/dd/yy): 09/27/07</li> </ul> <p>b. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:  <u>City of Normandy Park 2004 Comprehensive Plan, Section 5, pages 5-11 and 5A-1.</u></p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.</p>	

9	<p>Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to <a href="http://www.psrc.org/projects/tip/applications/reference.htm">http://www.psrc.org/projects/tip/applications/reference.htm</a> TIPINFO - 8 for more information.)</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input type="checkbox"/> The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <a href="http://www.psrc.org/projects/monitoring/rgc.htm">http://www.psrc.org/projects/monitoring/rgc.htm</a> for more information.)</p> <p><input type="checkbox"/> The project is located in a locally designated center. Please indicate (1) the plan name, (2) relevant section(s), and (3) page number where it can be found:</p>
10	<p>What is the PSRC Funding Source being requested? Choose only one: STP <input checked="" type="checkbox"/> CMAQ <input type="checkbox"/></p> <p>Will the PSRC funds complete the project or a phase of the project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>

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